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25X1

| C O N T E N T S | |
|--|----|
| INTRODUCTION AND SUMMARY..... | 2 |
| I. Restoration and New Construction..... | 2 |
| II. Operations and Equipment..... | 3 |
| III. Admitted Deficiencies..... | 4 |
| BROADCAST EXCERPTS | |
| I. <u>Railroads</u> | |
| A. Lines Rebuilt or Restored | |
| 1. Moscow-Khar'kov-Rostov; Moscow-Leningrad..... | 5 |
| 2. Other..... | 5 |
| B. Construction in Progress | |
| 1. South-Siberian Railway..... | 5 |
| 2. Central Asian Lines..... | 6 |
| 3. Urals Network..... | 7 |
| 4. Other Regions..... | 7 |
| C. Rail Bridges | |
| 1. Rebuilt or Restored..... | 7 |
| 2. New Bridges Under Construction..... | 8 |
| D. Equipment and Operations..... | 8 |
| II. <u>Waterways</u> | |
| A. Restored or Rebuilt Inland Waterways..... | 10 |
| B. New Inland Waterways..... | 11 |
| C. Equipment and Operations..... | 11 |
| D. Canals Associated with Irrigation Projects..... | 13 |
| E. Soviet-Controlled Seas | |
| 1. Black Sea Transportation..... | 13 |
| 2. Caspian..... | 13 |
| 3. Baltic..... | 14 |
| 4. Arctic..... | 14 |
| 5. Far Eastern Seas..... | 14 |
| III. <u>Aviation</u> | 14 |
| IV. <u>Automobile Transportation</u> | 15 |

| | | | | | | | | | | | |
|--------------|-------------------------------------|-----------------------|-------------------------------------|---------------------|--|---------------------|--|--|--|--|--|
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CONFIDENTIAL

25X1

CONFIDENTIAL

- 2 -

INTRODUCTION AND SUMMARY

Based on USSR radio broadcasts of 1 April - 31 August, this report includes all available monitored data relative to the Soviet transportation system.

I. RESTORATION AND NEW CONSTRUCTION

The principal rail and water lines west of the Ural Mountains, connecting Moscow with Leningrad and Rostov, have been restored and their efficiency improved, according to Soviet broadcasts. Double track lines have been replaced along the Leningrad-Moscow-Kharkov-Rostov-Prekhladny route*. Rail bridges over the Dnieper, Dniester, Pripiet, Don, Svir, Neman, and Northern Donets Rivers have been restored. With the restoration of the Dnieper Locks, navigation on the full length of the river was resumed this spring, and restoration of the Svir Lock reopened communications between Leningrad and the Volga River. In addition, the Georgian military highroad has been rebuilt and opened to traffic, and the highway bridge of the Volgan-Chirochik Dit River in the Uzbek SSR-- "the biggest in the central Asiatic Republic"--has also been opened.

In the construction of new rail lines, major radio attention is given to work on lines in Central Asia. The biggest projects are the South Siberian line, which follows the route Magnitogorsk-Pavlodar-Barnaul-Stalinsk, and the Chardjou-Kungrad line in the Turkmen Republic; one report extended the southern terminus of the latter to Shor Gel, near the Iranian border. The Turkmenian line is linked with extensive irrigation projects there. On the South Siberian line, the Almolinsk-Pavlodar, Kulunda-Barnaul, and Altaiskoe-Irtyashta sections are now under construction. Work has been started on the Chardjou-Tashtak section of the Chardjou-Kungrad line.

At least two new railways have been opened to traffic this year--the Sosva-Alapaevsk line, which improves the northern outlet for Urals products, and the Dzhambul-Chulak-Tau line in southern Kazakh. Other branch lines are being completed in Azerbaijan and Yaroslavl, and a narrow-gauge line is under construction between Optuka-Dolgov-Ulyanovsky.

* Reports do not indicate whether both the Moscow-Briansk-Kharkov and the Moscow-Orel-Kharkov double-track lines have been restored.

CONFIDENTIAL

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CONFIDENTIAL

CONFIDENTIAL

25X1

- 3 -

Waterways construction is also in progress. A direct river route between Leningrad and Moscow was opened in July, and the Moscow River system of waterways is being reconstructed to "triple its carrying capacity." Moscow is to be linked by water with the Black Sea via the Oka and Dnieper Rivers, and for this purpose, an artificial lake is being built on the upper stream of the Oka River. Besides increasing the large-river systems, small-river transportation is being developed under the Five-Year Plan. 3,000 kilometers of small rivers have already been made navigable, and by 1950, 12,000 more kilometers are to be added to the small-river network.

Improvements in the system of ocean transportation are occasionally reported. New shipping lines have been added to those already established in the Eldotsk and Japan Seas, and new, fast, cargo lines have been added to the Black Sea and Caspian systems. A naval port is being constructed in Sochi. Large "passenger and transport ships" are to be used in a regular service on the Arctic Ocean.

Increases in air transportation are reported. Although no references to the construction of railways or highways in the Far East appear, at least two new air services have been established: Moscow-Khabarovsk and Moscow-Providence Bay. Traffic at the Leningrad airport has doubled as compared with last year; planes are used to carry machinery from Leningrad and Moscow to harvest centers, and equipment for the new Chardjou-Kungrad railway.

II. OPERATIONS AND EQUIPMENT

Few indications of the volume of traffic handled by the various transportation systems as compared with pre-war levels are contained in monitored broadcasts. Passenger traffic is said to have reached the pre-war total, and 44 million more passengers "will have to be transported as compared with last year." No clues as to the actual daily tonnage of shipments by rail and water lines appear, except for an announcement that self-unloading freightcars with a capacity of 40 tons are now under construction. A trainload of 25 of these cars can be unloaded in five minutes, the broadcast states. General statements of planned or accomplished

CONFIDENTIAL

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CONFIDENTIAL

25X1

- 4 -

increases in shipments, however, appear frequently. The nation's railroads, for example, completed the freight shipping plan by 101.4 percent by the end of April, and during May, daily freight shipments were increased by 15,000 tons. Nearly one-sixth of the national budget is allotted to transportation in the current five Year Plan, which provides for an all percent increase in car loadings during 1947. Train schedules as revised in May "will insure the movement of an additional 5,000 freightcars daily."

Technical improvements, particularly in the railway system, are frequently announced. The electrification of lines is reported a major project; 500 kilometers are scheduled to be electrified this year. The Moscow railway junction is to be reconstructed, an automatic electric signal system is being installed on lines throughout the country, as well as diesel trains, freight locomotives of the series "L.I.L.," and Kozantsev electro-pneumatic brakes.

Additions and improvements in the waterways system are also reported. The "Sarapul mooring place" has been rebuilt, and floating docks are operating on the Dnieper, Don, Kuba, and Volga Rivers. Pneumatic loading machines have been installed in Moscow's southern harbor, and wireless, telephone, and telegraph communications between Moscow and River Fleet ports are being improved and extended. The Krasnoarmeiskaya shipbuilding wharf in Stalingrad is operating again.

III. ADMITTED DEFICIENCIES

Despite the optimistic tone of reports, certain faults in the transportation system are admitted. Coordination between river and rail transportation is faulty, according to Moscow, and necessary repairs in rolling stock, furthermore, have been hampered by late and incomplete delivery of supplies, as well as poor quality of lumber. An intercepted morse transmission for the Moscow Ministry of Far Eastern Fisheries states that "the technical condition of ships remains alarming."

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

25X1

- 5 -

BROADCAST EXCERPTS**I. RAILWAYS****A. LINES REBUILT OR RESTORED****1. Moscow-Kharkov-Rostov; Moscow-Leningrad:**

(Excerpt) "Some 2,500 kilometers of new and second-rail tracks is the program facing the builders of railway transport this year. In the past 6 months they have completed the restoration of second tracks along the 1,230 kilometers line, Moscow-Kharkov-Rostov, restored two-way traffic along the Moscow-Leningrad trunk line damaged during the war, and continued the reconstruction of the railways network in the Krivoi Rog area, the Donets Basin, and the Caucasus...." (TASS, IN ENGLISH MORSE TO NORTH AMERICA, 1 JULY 1947)

(Excerpt) "Already all second tracks are in operation on the Moscow to Leningrad run, on the line Moscow-Kharkov-Rostov-Prokhladny..." (SOVIET HOME SERVICE, 10 AUGUST 1947--PRAVDA editorial)

2. Other:

Krasnodar-Sudharovsky (?) railroad line, destroyed during the war, was completely restored 9 August and is now open to traffic. (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs," 15 AUGUST 1947)

B. CONSTRUCTION IN PROGRESS**1. South-Siberian Railway:**

(Excerpt) "One of the most important items in the new Five-Year Plan is the building of the South Siberian Railway. Chief Engineer of the Central Administration of Railway Building of the USSR Ministry of Communications, A.E. Kuznetsov, said to a TASS correspondent: 'This railway will be the shortest way to transport Kuznetsk coal to Magnitogorsk, the Urals and the areas along the middle reaches of the Volga. It will allow better cultivation of the rich Altai region. It will also allow improvement of coal distribution in our country by connecting the far away Erikshtuz, where coal is abundant and easy to reach, with the industrial centers of our country. It will make it possible to start coal extraction at Stalinsk and ore extraction at Abakan.'

"The new 3,600-kilometer railway runs from the Kuzbas area via Stalinsk and Barnaul. This will permit connection of the interior Altai areas with the Altaiskaya Station on the Tomsk railway. About 70 kilometers of railway have already been laid but much excavation is still to be done on the remaining section and many constructions to be built.

"The railway here crosses the Salgir range of the Altai mountains. The final choice of the passes, either through a 400 meter tunnel or along an open 34-meter wide ledge running along the slopes of the mountains depends on the geological work in progress now. Fourteen machine excavators, many locomotives, railway carriages and special machines of Mazyar design are being used here. Cranes designed by Kratov will be used.

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

- 6 -

"The sector between Almolinsk and Pavlodar is 44 kilometers long and runs across... uninhabited steppe lands. The building works are proceeding from the two ends simultaneously. An 18-meter high embankment has to be built on the left bank of the Irtysh near Pavlodar. Twenty-five excavators are working here.

"A telephone line is being built between Almolinsk and Pavlodar stations; dwelling houses, railway staff workshops, and so forth, are being built here. The builders have promised to complete this year's schedule by the thirtieth anniversary of the October Revolution. Radio communications are being introduced along the line to facilitate the building works." (TASS, IN DICTATION SPEED FOR THE PROVINCIAL PRESS, 23 JUNE 1947)

(Excerpt) "Big work is proceeding on the most important railway project of the current Five-Year Plan--The Stalinsk-Magnitogorsk trunk line, which will link up the eastern territories and the center of the country." (TASS, IN ENGLISH MORSE TO NORTH AMERICA, 1 JULY 1947)

(Excerpt) "The building of the biggest South Siberian main railway route is being carried out. Works are being carried out at full blast on the line Altaiskoe-Artyshta. The line Pavlodar-Almolinsk is being built. Initial work is being done on the line Kulunda-Tomsk...." (TASS, IN RUSSIAN AT DICTATION SPEED TO THE PROVINCIAL PRESS, 10 AUGUST 1947)

2. Central Asian Lines:

(Text) "In Central Asia, a new railway 335 miles long is being built between the towns of Shor Gel and Kungrad. It will be very important economically for the Central Asian Republics. The surveying work has now been finished, and construction is to start in August." (MOSCOW, IN ENGLISH MORSE TO NORTH AMERICA, 19 JUNE 1947)

(Excerpt) "A fortnight ago the preliminary investigations along the track of the rail line to be built between Chardjou and Kungrad have been completed." (TASS, IN ENGLISH MORSE TO NORTH AMERICA, 1 JULY 1947)

(Excerpt) "Trains are running on newly constructed lines in the steppes of Kazakhstan, on the lines Dzharbul-Chulak-Tau, which provides the possibility of quicker exploitation of the national resources of phosphorus for the fertilizing of Central Asia fields.... Building is being done on... Bystrovka-Rybache...." (TASS, IN RUSSIAN AT DICTATION SPEED TO THE PROVINCIAL PRESS, 10 AUGUST 1947)

(Excerpt) "The last preparations are being made for the building of the Chardjou-Kungrad railway line. The first section of 400 kilometers has been cleared for the building works. Dwelling houses are now being built along this section and water supplies and food centers are being organized for the many thousands of future builders. Equipment instruments, footwear, clothes, and foodstuffs are being brought to Chardjou. At the end of August, 65,000 collective farmers will arrive at the building sites. Large sums of money have been allotted for the building of this railway." (SOVIET HOME SERVICE 13 AUGUST 1947)

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CONFIDENTIAL

25X1

CONFIDENTIAL

- 7 -

(Text) "Director General Chernykh, head of the Main Eastern Railway Building Administration, told our correspondent that work started yesterday on the whole stretch of the new railway line from Chardjou to Tashtak. This longest railway line in Central Asia will run from Chardjou to Kungrad. Over 12,000 collective farmers from Turkmenia and Uzbekistan are working on this railway line, together with numerous Komsomols from factories and Government offices. The number of workers will rise to 70,000 by the end of August. This new line will connect the Karakalpak ASSR with the (Khoresm?) Province of Uzbekistan and the Tashauz Province of Turkmenia with the main USSR railway network. The total length of the new railway line will be (627) kilometers. The first section from Chardjou to Tashtak is 395 kilometers long and should be ready by 1949. This line will have four locomotive depots, 27 passenger railway stations, 48 railway junctions, and over 100 bridges. Equipment and various instruments are being carried to the railway from Moscow by air. The railway will cross the uninhabited desert and its building is connected with the replanning of the irrigation system and the building of two large canals from the Amu Darya River to (Khoresm) and Karakalpak. The building of the Chardjou-Kungrad railway will realize the most ardent hopes of the peoples of Turkmenia and Uzbekistan." (SOVIET HOME SERVICE, Review of KOMSOMOLSKAYA PRAVDA, 26 AUGUST 1947)

3. Urals Network:

(Excerpt) "Regular traffic has been opened on the line Sosva-Alaevsk, which has cut through the thick forests of the Urals, and opened a second exit for the coal of the Bogoslov Basin and the Nadezhdinsk metal works.... Building is being done on the (line) Urussu-Maryshevo...." (TASS, IN RUSSIAN AT DICTATION SPEED TO THE PROVINCIAL PRESS, 10 AUGUST 1947)

4. Other Regions:

Azerbaijan: (Summary) The builders of the Mindechaursk hydro-electric power distributing station have completed the building of a railway line on the right bank of the Kura River joining the power station with the Azerbaijan main railway line. The branch line covering a distance of 17 kilometers will soon be open to traffic. (SOVIET HOME SERVICE, 1 JULY 1947)

Orel-Ulyanovsk:

(Excerpt) "The building of the first section of a narrow-gauge railway between Optukha-Bolkov-Ulyanovsk has been completed." (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs," 11 JULY 1947)

Kostroma-Galich:

(Excerpt) "Building is being done on the (line) Kostroma-Galich...." (TASS, IN RUSSIAN AT DICTATION SPEED TO THE PROVINCIAL PRESS, 10 AUGUST 1947)

C. RAIL BRIDGES

1. Rebuilt or Restored:

(Summary) 250 railway bridges, including 22 spanning the Dnieper, Pripiet, Dniester, and Northern Donets Rivers, which were destroyed by the Germans, are to be restored this year. A new method evolved by Soviet engineers

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

25X1

CONFIDENTIAL

- 8 -

renders concrete four times stronger, and helps to save building materials. The substitution of such concrete for structural steel will save tons of metal and speed up the bridge-building program. (MOSCOW, TASS, IN ENGLISH MORSE TO NORTH AMERICA, 21 APRIL 1947)

(Excerpt) "Again, as before the war, great railway bridges over the Dnieper, Don, Svir, Nieman, and Northern Donets are standing." (MOSCOW, TASS, IN DICTATION FOR THE PROVINCIAL PRESS 10 AUGUST 1947)

2. New Bridges Under Construction:

(Text) "The construction of two big railway bridges across the Narva and Piarnu Rivers has been started in Estonia. The greater part of the Estonian railways have been restored and modernized. Some 164 bridges and tunnels demolished during the war have been built anew. All other structures will be fully restored in the near future, for which purpose 29 million rubles have been appropriated." (MOSCOW, TASS, IN ENGLISH MORSE TO NORTH AMERICA, 23 MAY 1947)

D. EQUIPMENT AND OPERATIONS

(Text) "The Soviet designers have evolved railway ties of reinforced concrete which can stand the pressure of heavy trains developing a speed up to 85 kilometers per hour. Such ties, made of special reinforced concrete of high elasticity can serve 40 years, or three times longer than ordinary wooden ties. The cost of the wooden and the reinforced concrete ties is practically equal, while the new ties will help save a tremendous amount of wood. This is particularly important, since 135 million ties are to be laid on the Soviet railways within the next 5 years. This year the first consignment of reinforced concrete ties will be practically tested." (MOSCOW, TASS, IN ENGLISH MORSE TO NORTH AMERICA, 12 MAY 1947)

(Text) "Kaliningrad railway car works began the production of four axial self-unloading cars with capacity of 40 tons each. Comrade Gorbunov, the director of the factory and the Deputy of the RSFSR Supreme Council, informed us that the new self-unloading cars are equipped with most modern gadgets which speed up unloading considerably. As it is known, the commonly used cars are usually unloaded by six workers and it takes them two and one half hours to unload. But the train of 25 new cars will be unloaded within five minutes with minimum labor. The leading role in the production of these cars is played by the engineers and constructors who arrived here from the Urals." (SOVIET HOME SERVICE, 15 MAY 1947)

(Summary) A new automatic electrical signal system, designed by Soviet Engineer Natalevich, is now being installed on Soviet railways. Some 1,000 stations will be equipped with this device by the end of the year and 4,500 by the end of the Five-Year Plan. The system, which is designed to prevent breakdowns through a fault of the switchman, underwent a thorough six-months test on railways in the Moscow region. (MOSCOW, TASS, IN ENGLISH MORSE TO NORTH AMERICA, 20 MAY 1947)

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

- 9 -

(Summary) The USSR Ministry of Railways has prepared a plan for reconstruction of the Moscow Railway Junction. All suburban and many long-distance trains will be changed to electric traction, thus doubling the number of electrical railways. Some 1,400 trains will pass along railways which converge on Moscow within 24 hours. (MOSCOW, TASS, IN ENGLISH MORSE TO NORTH AMERICA, 21 MAY 1947)

(Excerpt) "This year almost 500 kilometers of railroad lines in the Soviet Union will be electrified." (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs", 27 JUNE 1947)

(Excerpt) "Among the technical novelties introduced on our railroads are new freight locomotives of series 'L.I.L.', Soviet diesel locomotives type 'T-L-E-20,' all-metal passenger cars, electro-pneumatic brakes invented by Kazantsev, and several others...." (MOSCOW, TASS, IN ENGLISH MORSE TO NORTH AMERICA, 9 AUGUST 1947)

(Excerpt) "Pravda publishes a talk with the deputy head of the USSR Transport Communication Ministry, Central Passenger Administration, on the new schedule of passenger-train movement. This graph will be introduced on the USSR railways in five days' time beginning the night of May 15-16. The summer schedule provides for a certain increase in the passenger movement. For the first time since the war, daily comfortable express trains will run between Moscow-Sochi and Moscow-Kislovodsk. New fast trains, Leningrad-Mineralny Vody and Leningrad-Sochi, are also being introduced. The railway connection between Moscow and the capitals of the Central Asia Union Republics is being improved.

"On the railways of Trans-Caucasus and Central Asia, diesel trains will run. On big railway junctions, first of all in Moscow, Leningrad, Kiev, Novosibirsk, Kharkov, and Baku, 250 suburban trains will be introduced. Great renovation works of station, platforms, booking offices, and lost-luggage departments have now started. During this year, 43 million rubles will be spent on the renovation of passenger buildings." (SOVIET HOME SERVICE, 11 MAY 1947)

(Summary) Beginning tonight, Soviet railroad transport will begin its operations according to a new train schedule. The Deputy Minister for railways told correspondents that at midnight of May 15 the new train schedule will be put into effect. According to the Deputy Minister, the transport workers are over-fulfilling their quotas. Within 14 days of May, the railroads of the nation fulfilled the freight-shipping plan by 101.4 percent, increasing at the same time the speed of transportation. Thirty-six passenger railroad lines have exceeded their freight shipping quotas. The new train schedule and regulations will insure the movement of an additional 5,000 freighters daily. (SOVIET HOME SERVICE, 15 MAY 1947)

(Excerpt) "Already in 1946 the average daily loading increased by thirteen percent as compared with 1945.... During this Five-Year period, capital to be spent on transport is 41 billion, 100 million rubles, which is almost one-sixth of all capital to be spent on national economy.... The Government has made it incumbent on us to increase this year, as compared with last year, carloadings by not less than eleven percent....

CONFIDENTIAL

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CONFIDENTIAL

CONFIDENTIAL

- 10 -

More than sixty percent of grain is being transported this year by the railways.... Transport of passengers continues to increase. In 1946 it has increased as compared with last year by almost one and a half times, and has reached the pre-war level. During the current year, 44,000,000 more people will have to be transported as compared with last year. According to the summer timo-table, fifteen new long distance, 21 local, and 240 suburban trains have been introduced. During this year, the Moscow-Vladivostok train time has been reduced by almost ten hours...." (MOSCOW, TASS, IN RUSSIAN AT DICTATION TO THE PROVINCIAL PRESS, 9 AUGUST 1947)

(Summary) Soviet railway engineers have increased the daily freight transported by 15,000 tons during the past month. A new railway schedule introduced on May 16 makes it possible to exceed the daily loading program by 5,000 cars. Some 273 more pairs of long distance, local, and suburban passenger trains will start running soon. Before the end of the year, passenger trains will run up greater distance than before the war. The average speed of passenger traffic on all Soviet railways will increase by 2.5 kilometers per hour. (MOSCOW, TASS, IN ENGLISH WIRE TO NORTH AMERICA, 19 MAY 1947)

II. WATERWAYS

A. RESTORED OR REBUILT INLAND WATERWAYS

(Summary) The Soviet waterways reconstruction program will be extended by 700 kilometers within the next five years. Big canal systems, such as the Dnieperpro-Dug, White Sea-Baltic have already been restored. Reconstruction of the Volga-Baltic waterways, one of the longest in the world, will increase the carrying capacity five-fold. (MOSCOW, TASS, IN ENGLISH WIRE TO NORTH AMERICA, 21 MAY 1947)

(Text) "The passenger steamer Il'yich left Kiev today for Kherson for the first time since the end of the war. On July 15 a regular traffic will be opened on the whole of the Dnieper. Comrade Savelyev, the head of the Southern Central Administration of the USSR Ministry of the River Fleet, told our correspondent: 'Now that the Dnieper Locks have been restored it is possible to resume navigation on the full length of the river. The workers of Dneprostroy have restored the main Dnieper Lock and have brought in a few technical improvements in its operation as compared with the pre-war period. The resumption of through navigation on the Dnieper covering the distance of 1,500 kilometers is of great economic importance. The Dnieper merchant flotilla has been complemented with huge steamers and barges. The resumption of navigation will allow building materials required for the restoration in southern provinces to be sent by water.'" (SOVIET HOME SERVICE, 12 JUNE 1947)

(Text) "Leningrad—Over 2,500 kilometers of waterways along the lakes and rivers of the northwest of the USSR have been restored within the last two years. The big Svir Lock, recently restored after having been blasted by German invaders, again insures communications with the Volga via the Mariinsk Canal system. The newly restored White Sea-Baltic Canal opened last year, again gave Leningrad an outlet to the White Sea. Direct water communications have been restored between Leningrad and Novogorod,

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CONFIDENTIAL

25X1

CONFIDENTIAL

- 11 -

Petroneavodsk, Medveshyegorsk, Staraya Russa, and other towns. Self-propelling barges are plying on the Leningrad-Shcherbakov and Leningrad-Moscow freight lines. By the end of the Five-Year Plan, the pre-war level of freight and passenger transportations will be surpassed." (MOSCOW, TASS, IN ENGLISH MORSE TO NORTH AMERICA, 21 JULY 1947)

(Excerpt) "...Principal attention must now be devoted to the repair of (rolling stock). Important work has up to now been conducted very slowly. The chief reason for the delay in the repair of... (rolling stock) is the unsatisfactory supply of... material to the railways. In the first half of June the railways received only one-third of the quantity of... materials they are scheduled to receive for June. Some lumber plants send material unsuitable for repair of rolling stock. Lack of drying plants and use of damp lumber brings about a situation in which repaired rolling stock becomes unusable for shipment of grain within a matter of days and new repair work becomes necessary. We can delay no longer. The first shipments of the new harvest are beginning to arrive at the delivery points. Particular attention must be devoted to correct organization of work at points where grain is moved from water to railways and from railways to water. At these points coordination between the railwaymen and waterwaymen is necessary. We must not permit a situation where barges loaded with grain while away time waiting for trains, and trains while away time waiting for barges." (SOVIET HOME SERVICE, 24 JUNE 1947)

B. NEW INLAND WATERWAYS

(Text) "A cargo ship sailed from Leningrad to Moscow. Thus it opened for the first time in the history of the USSR the direct river route between the two cities, which, going through a network of canals and rivers, is 1,400 kilometers long." (MOSCOW, TASS, IN RUSSIAN HELLSCHREIBER TO EUROPE, 23 JULY 1947)

(Summary) Soon new regular passenger service is to open on the river Dniester. (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs", 25 JULY 1947)

C. EQUIPMENT AND OPERATIONS

(Excerpt) "A big shipyard is being built at the mouth of the River Venta (on the Baltic) which is ice-free all the year round." (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs," 29 MAY 1947)

"The OB is now free of ice along its entire length. Regular communications with the trans-polar regions have begun. From Onak, the steamship "Vladimir Lenin" has gone on its first cruise. It will deliver to the far north 600 passengers and hundreds of tons of cargo." (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs," 29 MAY 1947)

(Summary) Navigation has begun on the rivers of the Magadan area. (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs", 29 MAY 1947)

(Excerpt) "The Krasnoarmeiskaya shipbuilding wharf in Stalingrad is coming to life again. Here the assembly of several barges which were

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

25X1

- 12 -

started before the war has now been completed. In February of this year, Stalingrad shipbuilders started on the first post-war barge of 3,000 tons. Recently the barge was launched." (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs," 11 JULY 1947)

(Text) "Tens of thousands of Moscovites visited the exhibition devoted to the development of the waterway of the Capital under the new Five-Year Plan. The exhibit tells the story of the construction of the Moscow-Volga Canal and of the Uglich and Rybinsk (Shcherbakov) dams. Now the Capital is connected by waterways with the Volga Valley cities, the Leningrad region, the Karelo-Finnish Republic, and Archangelak. The reconstruction of the Moscow River system of waterways will triple its carrying capacity. New hydro-power stations built upon the Moscow and Oka Rivers will supply Moscow with additional cheap electricity. An artificial lake at present being built in the upper stream of the Oka represents the first step toward linking of the Oka with the Dniester and consequently of Moscow with the "Black Sea." (MOSCOW, TASS, IN ENGLISH FOR THE NORTH AFRICA, 17 JULY 1947)

(Excerpt) "Food and other supplies will be received on barges from floating bases (on the Dniester, Don, Kuba, and Volga Rivers—Ed.). The ships on the routes Krasnoarmeisk-Gorky and Krasnoarmeisk-Shcherbakov run on a special timetable. The mooring places at Kineshma, Yaroslavl, and Gorky are ready for the unloading of the grain ships. The Sarapul mooring place has been rebuilt and mechanisms reinstalled in a different order. The direction of grain transport has been reversed here this year; the grain goes from the railway to the river instead of from the river to the railway as last year. Pneumatic loading machines have been installed in Moscow's southern harbor. For the first time, the loading and the unloading processes are now fully mechanized. Repair work is proceeding on the Kama at Solikamsk, Elov, and other mooring places. In the northern basin, 45 barges have been reserved for grain transport." (SOVIET HOME SERVICE, 20 JULY 1947)

(Text) "Samylin, head of the communications department of the USSR Ministry of the River Fleet, told our radio correspondent that 15 and one half million rubles would be spent this year for improving wireless, telephone, and telegraph communications between establishments of the river fleet. The Ministry will be connected by high-frequency direct telephone and telegraph lines with the head offices of the river-fleet companies, river ports, and landing stages. The main lines will run from Moscow to Astrakhan and the ports and ship-building yards on the Volga. Another important line is being laid along the River Kama. Direct communication is also being established between communication lines destroyed by the enemy have already been restored." (SOVIET HOME SERVICE, 23 JUNE 1947)

(Excerpt) "About 3,000 kilometers of small rivers on the territory of the Russian Federation were made navigable by the collective farmers. In accordance with the plans of the post-war Five-Year Plan, about 12,000 kilometers of small rivers will be made navigable by the end of 1950. And in the same year of 1950, about five million tons of freight will be transported over the waters of these rivers. If transported by land, the same quantity of freight would require about five thousand railroad or about two million three-ton trucks. It is difficult to present a picture of the benefits which our national economy would acquire from the fact that the small rivers will be opened to navigation." (SOVIET HOME SERVICE, 29 AUGUST 1947)

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- 13 -

D. CANALS ASSOCIATED WITH IRRIGATION PROJECTS

(Excerpt) "Ashkhabad--One of the geological expeditions surveying the track for the future colossal Kraumy Canal has returned here. (Waters) of the Amu Darya River will flow along this canal to the Karakum desert and breathe life into barren land. (TASS, IN ENGLISH MORSE TO NORTH AMERICA, 26 MAY 1947)

(Excerpt) "Tashkent--The expedition which made aerial photographs of the vast arid steppes in Kashkadarya and Duchara regions has returned.... Hundreds of survey parties are now exploring these areas preparing a design of the world's biggest irrigation project. Amu Darya River will be spanned by a 6-kilometer dam 28 meters in height, which will take away one-third of the water in the river for the irrigation of fields and for power production. Part of this water will irrigate 730,000 hectares of land in Turkmenia while the rest of it will bring life to 600 hectares in the Kayd Kum desert in Uzbekistan.... Power stations built on the canal will produce 6 billion kilowatt-hours of electric power per annum." (TASS, IN ENGLISH MORSE TO NORTH AMERICA, 21 MAY 1947)

(Excerpt) "Tashkent--A tremendous program of irrigation is proceeding in Uzbekistan. The Sary Kurgan hydropower center, through which the waters of the Sokh mountain river are directed into Ferghana Valley to irrigate cotton plantations, has been commissioned. Construction of the colossal Katta Kurgan reservoir, to hold 200 million cubic meters of water, is nearing completion. Another five large canals and water reservoirs, and a wide network of minor projects are under construction...." (TASS, IN ENGLISH MORSE TO NORTH AMERICA, 11 JUNE 1947)

E. SOVIET-CONTROLLED SEAS

1. Black Sea Transportation:

(Excerpt) "The first fast cargo line is now functioning on the Black Sea for carrying iron ore and bauxite. This specialization of ships and harbor facilities is greatly increasing their efficiency. This line connects Nikolaev and Kherson with Soviet Danube ports.... A fast cargo line is also being organized between Poti and Mariupol." (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs," 27 JUNE 1947)

(Excerpt) "Sochi, 9 Aug.--The building of a seaport has been started here. A large embarkment, landing stages, etc., with a number of hydro-technical installations have been erected. This Naval port will begin to function in 1950." (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs," 15 AUGUST 1947)

2. Caspian:

(Text) "For the first time, fast merchant lines will be inaugurated with ships plying between Baku and Astrakhan for the rapid transport of oil, petrol and lubricants. This line will consist of eight fast tankers including the tanker "Stalin." Other fast merchant ships will carry cotton, timber, and salt on the line Krasnovodsk-Astrakhan-Baku. Speedy transport of grain is also contemplated from the North Caucasus and from Central Asia." (MOSCOW, IN RUSSIAN TO THE SOVIET FAR EAST, 13 MAY 1947)

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- 14 -

3. Baltic Sea:

(Text) "The shipping season has been inaugurated in the Baltic and the first vessels sailed out on long-distance cruises from the Baltic ports, including a large group of ships bound for the Far East. The pre-war capacity of the Leningrad port will be considerably surpassed this year. The freight turnover of Riga and other leading ports on the Baltic will increase by half compared with last year. A big restoration program is in progress in other Baltic ports too." (MOSCOW, TASS, IN ENGLISH MORSE TO NORTH AMERICA 10 MAY 1947)

4. Arctic Ocean:

(Summary) The USSR intends to employ "large passenger and transport ships" on a regular service in the Arctic Ocean. Aircraft expeditions are to study conditions in June and 200 men of the Arctic Research Institute will man meteorological stations and supply ships along the North Route. (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs," 2 JUNE 1947)

(Excerpt) "Special news bulletin for the Soviet Arctic--Navigation has begun throughout the whole of the northern sea route. Ice breakers "Mikoyan" and "Admiral Nakhimov" are plowing their way toward the Bay of Ambarchik and other Arctic ports. Throughout the Arctic ports, ships are being loaded and unloaded. The icebreaker "Stalin" is also taking part in these operations. The combined ice breaker-transport "Dezhnev" was the first ship to arrive in Nordvik, the newest port in the Polar region. It brought Polar workers for this port and will be taking 100 of them back to the mainland. Port Dixon is very busy just now. Through this port two convoys have already passed. The work is nearly completed on the third convoy which is escorted by the ice breaker "Krasin." The fourth convoy left Archangel for Dixon escorted by ice breaker "Molotov." One more convoy left Murmansk for the Arctic. This convoy is escorted by the ice breaker "Sibiryakov." The ice breaker "Sibiryakov" will operate in the Novaya Zemlya straits." (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs," 15 AUGUST 1947)

5. Far Eastern Seas:

(Excerpt) "Navigation in the Far East is in full swing. ... The ports of Southern Sakhalin have been equipped with new technical installations for the purpose of enlarging their loading capacity. New lines are being established: Vladivostok-Korsakov, Korsakov-Kurile Islands, Vladivostok-Sovetskaya Gavan-Alexandrovsk. Regular trips of Soviet ships are also being inaugurated to Shanghai and Dairen." (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs," 23 MAY 1947)

III. AVIATION

(Summary) A new air service was inaugurated 8 May between Khabarovsk and Moscow. The new service will place the Soviet Far East within 48 hours' flight from Moscow. (DAILY REPORT, "Information Briefs," 14 MAY 1947)

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- 15 -

(Summary) Eight new airlines have been opened in the western portions of the Ukraine. Lvov, Stanislav, and other provincial centers now have regular connections with all their districts. (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs," 23 MAY 1947)

(Text) "New air lines between Leningrad and Odessa and Leningrad-Tashkent via Gorky, Kuibyshev, and Altyubinsk have been inaugurated. New comfortable 27-seater planes have been put on the air line between Leningrad and Moscow. As compared to last year, the passenger and freight traffic at the Leningrad airport has been doubled." (SOVIET HOME SERVICE, 9 JUNE 1947)

(Text) "The head administration of the northern sea route is inaugurating a regular passenger and postal air service, Moscow-Providence Bay, from 1 July 1947. Planes will leave Moscow twice a month on the 1st and 15th of the month and Providence Bay on the 5th and 20th of each month. The flight from Moscow to Providence Bay and back will take 10 days." (SOVIET HOME SERVICE, 25 JUNE 1947)

(Excerpt) "This morning from Leningrad airfield an airplane left carrying three thousand tons of machinery destined for Rost Sel Mach. During the month the Leningrad factory of rubber and technical manufacture dispatched by air to various centers of harvesting work some 30,000 square meters of industrial belts for harvesting machinery. In the near future to the Rost Sel Mach, the "Communar" and other factories for agricultural machinery, there will be dispatched another ten plane-loads carrying similar freight." SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs," 25 JULY 1947)

IV. AUTOMOBILE TRANSPORTATION

(Summary) The biggest highway bridge in the Soviet Central Asiatic Republics has been opened to traffic in the Uzbek SSR over the River Kalgan-Chirchik Est. (SURVEY OF SOVIET UNION RADIO BROADCASTS, "Information Briefs," 27 JUNE 1947)

(Summary) Regular passenger automobile traffic along the rebuilt Georgian military highroad is again opened. Between Dzaudjokan and Tbilisi motorbuses are running daily. (SOVIET HOME SERVICE, 7 MAY 1947)

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